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[25]

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BIRTHS.

On October 18th, at Shanghai, the wife of
WALTER F. WINGROVE, of a son.

On October 18th, at Shanghai, the wife of
C. A. WEATHERHEAD, a son.

MARRIAGE.

On October 18th, at Shanghai, FRANK
BAYLIS, to HILDA BENTHA HUGHES.

DEATHS.

On October 11th, at the Llandrindod Wells
Nursing Home, Wales, ANNIE, the beloved
wife of J. W. JOHN, I. M. Customs Service,
Shanghai.

On October 20th, at Shanghai, CHARLES
ALFRED PETERS, wharfinger, Shanghai and
Hongkew Wharf Co., Ltd, aged 49 years.

HONGKONG OFFICE: 10A, DES VIGUÉ ROAD C.
LONDON OFFICE: 131, FLAMES STREET, EC.

The Daily Press.

HONGKONG, OCTOBER 25TH, 1910.

SIAM, by the death of King CHULALONKORN, has lost a sagacious administrator as well as a well-beloved sovereign. He had reigned over the Kingdom longer than any monarch in the annals of his country, and it will be recalled that just two years ago when his Majesty reached the fortieth year of his reign the occasion was made a time of popular rejoicing throughout the country. A national memorial was erected at Bangkok, the capital city, in the King's honour, and on that occasion His Majesty himself in reply to an address of congratulation reviewed in general terms the history of his reign. It devolved upon King CHULALONKORN when he was called to succeed his father on the Throne of Siam to inaugurate a revolutionary reform in the methods of administration to meet changed times and circumstances. In former days the chief cares of Government in Siam,

were the King's own words, were fighting the country's enemies, repelling invasion, extending and consolidating the power of Siam, and, again, fostering the development of agriculture among the people." Of foreign trade there was but little, and what there was of it was confined to adjacent countries and carried on by only a small class of the population. It was in the reign of KING CHULALONKORN's father that friendly relations were entered into with foreign nations and the way paved for more extensive international commerce. He perceived that administrative changes were necessary to national progress, but he lived long enough to take only the initial steps. The task of elaborating these reforms devolved upon his son CHULALONKORN. Sir ANDREW CLARKE, who was at that time Governor of the Straits Settlements, sent a special mission to Bangkok to represent him at the Coronation, and this led to a friendly relationship between the King and Sir ANDREW, which was maintained down to the time of the British diplomat's death in 1902. Among the earliest communications Sir ANDREW received from the King was one which read as follows: "Only by the support of a powerful country can a weak one be rapidly developed, and therefore we beg that Your Excellency appointed by H.M. QUEEN VICTORIA, to govern a British Colony, which is very close to Siam, will suggest and advise us as to whatever is likely rapidly and largely to develop our resources." Sir ANDREW, his biographer tells us, always held that a great opportunity of increasing British influence in Siam was lost at this time by the apathy of the British Government. Nevertheless, Sir ANDREW was able to render great service to the King and his country a few years later when he was invited to visit Bangkok to settle a dispute between the First King (CHULALONKORN) and the Second King (his cousin, whose claims had the support of the ex-Regent and the British Consul). With admirable tact Sir ANDREW effected a reconciliation on terms which placed beyond doubt or cavil His Majesty's authority over the armed forces of the Kingdom and assured to His Majesty the exclusive right of controlling and regulating its finances. Sir ANDREW in a letter to Lady CLARKE at that time described King CHULALONKORN as "really sharp and clever," and also well-meaning. During the forty-two years of his eventful reign, His Majesty has given ample proof of the correctness of that estimate. It was no empty boast when the late King declared a couple of years ago that greater changes had been accomplished in the last forty years for the welfare of the race than in any five hundred years of Siam's national existence. Progress, it is true, has been much slower in Siam than it has been in Japan, but it will ever stand to the honour of King CHULALONKORN that throughout his long reign he has shown himself an enlightened and sagacious ruler, consistently striving to secure the advancement and prosperity of his kingdom and the welfare of all his subjects. We believe the new King is thoroughly imbued with the spirit and the ideals of his lamented father, and what is already known of the new ruler inspires confidence in the belief that he will worthily carry on and develop the enlightened policy which has distinguished the long reign just brought to a close.

The marriage is announced to take place at the Cathedral at Shanghai to-day of Mr. C. L. Williams, of the U.S. Consular service, lately stationed at Newchwang and Chefoo as Vice and Deputy Consul-General, and Miss D. Endicott, of Shanghai.

A Chinese who appeared before Mr. J. R. Wood at the Magistracy yesterday on a charge of returning from banishment, told his Worship he came back to worship his ancestors. He was sentenced to six months' imprisonment and four hours' stocks.

A school boy, while cycling along Bonham Road on Sunday, ran down a woman carrying a child. He offered to compensate her with \$10. She asked \$30, and as the boy declined to pay this amount, he was taken before Mr. E. R. Hallifax at the Magistracy. His Worship suggested a compromise, and the woman agreed to accept \$15.

Firework displays are advertised on page 4 to take place at the Happy Retreat, Happy Valley to-night and to-morrow night.

A special excursion on the Kowloon railway to the terminus and back is advertised for this afternoon. Particulars will be found in our advertising columns.

Herr Dernburg, the Indo German Minister for the Colonies, was entertained to dinner by the members of the German community at the Club Germania last night. Mr. A. Becker presided over a company which numbered about eighty. The proceedings were private.

Lieut. Davidson of The Buffs, who has acted as hon. treasurer and secretary of the Bedford Relief Fund and is leaving the Colony on Wednesday next per H.M.T. *Rohilla*, and we are asked to mention that all communications etc. dealing with the Bedford Relief Fund should in future be sent to Mr. G. Balloch, c/o Messrs. Gilman & Co.

The *Peking Daily News* in a leading article on the Hongkong University project wishes Sir Frederick Lugard's efforts unpreserved success and hopes the Hongkong University will stand high among the Universities of the world. Our contemporary says: "It is gratifying to learn that Sir Frederick Lugard will make a short stay in this Capital on his way to Hongkong, where he is much respected and loved as a most benevolent Governor."

Herr Heineken, managing director of the North German Lloyd S.S. Company in Bremen, arrived in Hongkong early yesterday morning by the French Mail steamer *Oceanien* from Shanghai. Herr Heineken, who is on a business trip in the interest of his Company and who has already visited Australia, New Guinea, Japan and North China, intends spending about a week in Hongkong, Canton and Macao, and will probably sail for Singapore on Nov. 2nd by N.D.L. s.s. *Yorck*.

Since the Government has encouraged the Chinese to keep cats with a view to keeping away rats and exterminating plagues the cat has grown to be considered an animal of value, and consequently worthy the attention of the thief. Yesterday a coolie appeared before Mr. J. R. Wood at the Magistracy on a charge of stealing one of the feline species, and the animal was exhibited in Court and made its presence felt. A coolie saw the defendant coming out of a house in Chung Hing Street carrying a bag in which the cat was concealed. When the defendant saw the coolie he dropped the bag and ran. The constable after securing the bag gave chase, and caught the thief in Queen's Road. When he had heard the evidence his Worship sent the defendant to prison for four days.

HARMSWORTH'S CIRCUS.

The circus will arrive in Hongkong this week and will open on the usual ground at Causeway Bay on Friday next. The advertisement appearing on another page gives a length list of attractions, which it will be seen well maintains Harmsworth's reputation and should ensure large public patronage.

SCHOOLBOY CHARGED WITH ASSAULT.

A scholar named Ng Shih Po, who resides on the first floor of 28, Stanley Street, was charged before Mr. E. R. Hallifax at the Magistracy yesterday with assaulting a school girl 14 years of age on May 32nd. The complainant resides in the same house as defendant, and when she returned from school one day the boy is alleged to have accused her of borrowing and lending money, and to have given her a sound thrashing. She complained to the police, a summons was taken out against the accused, but he failed to appear. Then a warrant was issued, but the boy is said to have evaded this by going to Canton and remaining there. Yesterday he returned to the Colony, surrendered himself to the police, and was arraigned before Mr. Hallifax. Mr. Otto Kong Sing appeared for the defence, and the hearing was adjourned.

MUSICAL TREAT FOR HONGKONG.

M. Rafałowski and Miss Lili Sharp.

M. Rafałowski (Court pianist and violinist), and Miss Lili Sharp, the Australian Nightingale of the Kublik Concerts, London, and gold medalist, have arrived in Hongkong. They have decided to give a recital on a date yet to be fixed upon, before proceeding on their world's tour. A great deal of interest will naturally be taken in this function, and a large audience will no doubt give the artists the welcome to which they are entitled. At Siuila they performed at the Town Hall under the distinguished patronage and in the presence of the Viceregal party, H. E. The Lieutenant-Governor of the Punjab, and Lady Dane, and Lord Kitchener. The artists were afterwards presented to H. E. the Countess of Minto, who congratulated them on their programme, and at Durjeeling their highly successful recitals were also under the patronage of H. E. the Lieutenant Governor of Bengal. It is interesting to know that on Madame Albani's visit to Australia, she expressed a great opinion of Miss Sharp's future career. Miss Sharp has amongst other things accomplished the unprecedented feat of taking prizes as a young girl, for contralto, mezzo-soprano and soprano in one afternoon. Critics have acclaimed M. Rafałowski as a marvel. He was the favourite pupil of the Hungarian master Remenyi. Rafałowski now plays on his late master's famous Guarnerius del Gesù violin, which cost £750.

We understand that the visitors will give their first concert at the end of the present week when a veritable musical treat may be expected.

TELEGRAMS.

[Protected by the Telegraph Message
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[FROM THE "CHEUNG NGOI SAN PO."]

CHINA'S BUDGET.

PEKING, October 24th.

It is estimated that the Imperial budget will show a deficit of 22,000,000 taels and the Provincial budget a deficit of 25,000,000.

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

DEATH OF KING OF SIAM.

CROWN PRINCE PROCLAIMED KING.

LONDON, October 23rd.

A Reuter's message from Bangkok states that the King of Siam died after a few days' illness.

The cause of death was uremia.

The Crown Prince has been proclaimed King.

Sir Hormusjee Mody, Acting Consul for Siam in Hongkong, writes to us:—It is with sincere regret that I have to forward for your information copy of a telegram received by me last night:—

[COPY OF TELEGRAM.]

"With profound sorrow I announce the cruellest event which has overtaken Siam—the demise of His Majesty Chulalokorn after a short illness from an acute attack of uremia on Sunday morning at 12.45. Court mourning one year, including three months, full mourning. His Royal Highness the Crown Prince has been proclaimed King Maha Vajiravudh."

(Signed) DEVAWONGSE.

THE PERSIAN DIFFICULTY.

LONDON, October 24th.

A Berlin telegram states in reference to anticipations in the Press, that the British Note to Persia will be the forerunner of partition, the semi-official "Norddeutscher Zeitung" says the announcement that Great Britain has no intention of encroaching on the integrity of Persia has induced a calmer view of the situation both in Europe and Persia.

LIEUT. SUTTOR RE-ARRESTED.

LONDON, October 24th.

Ex-Lieutenant Sutor, who has recently resigned his commission, has been re-arrested in connection with certain Press interviews.

FRANCE AND TURKEY.

LOAN NEGOTIATIONS BROKEN OFF.

LONDON, October 24th.

The Franco-Turkish Loan negotiations have been broken off.

Turkey objects to the extent of the supervision over her finances which France requires should be given to French officials.

POLITICAL CRISIS IN GREECE.

LONDON, October 23rd.

It is reported from Athens that in the Chamber of Deputies the Prime Minister, M. Venizelos, made a statement in which he said that the Government intended to maintain discipline in the Army and to enforce the laws.

Greece required a long period of peace and tranquillity for the task of regeneration, and the Premier demanded a vote of confidence in the Government.

After a heated debate the supporters of Messrs. Ralli and Mavromichalas withdrew.

The Chamber rose in the absence of a quorum, and M. Venizelos told his friends that he intends to resign.

SUPREME COURT.

Monday, 24th October.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS PIGGOTT
(CHIEF JUSTICE).

COMPANY LAW.

An interesting discussion affecting the application of the Hongkong Company Ordinances to Shanghai companies registered thereunder arose on the petition for the winding up of the Dallas Horse Repository Company, Limited, Shanghai. The petition, which was presented by Frederick Dallas and Richard Dallas, both of Shanghai, directors of the company, was supported by Mr. G. C. Alabaster, instructed by Mr. Jackson, of Messrs. Johnson, Stokes & Master.

Mr. Alabaster having read the petition and the affidavits, explained that Mr. Norman Thomson had been appointed provisional liquidator.

His Lordship said—I believe I am right in saying that this is the first Shanghai company which has ever presented a petition for winding up. There is nothing in the Hongkong Ordinance which authorizes Shanghai companies to be registered in Hongkong. Shanghai Companies are not specifically mentioned.

Mr. Alabaster—There are several companies locally registered in the Colony, several of which under the Ordinance are allowed to keep local registers in Shanghai although in fact they are registered here.

His Lordship—They are allowed to keep registers in Shanghai, but they are registered in Hongkong, because the whole of their business is in Shanghai. There is nothing passed by the Legislature deliberately authorizing the recognition of Shanghai companies.

Mr. Alabaster—But they are recognized in that way, my Lord.

His Lordship—I should just like to see that.

Mr. Alabaster—There has been a great deal of trouble because several of these companies are Shanghai companies except that they are registered here. This Ordinance was passed, and it has been amended two or three times.

His Lordship—There is a recognition of the fact, but not an authorisation of the fact. I have very great doubts—I am going into it very fully this morning because it is obviously a most important question. I have very grave doubt whether a Shanghai company can register under the Hongkong Ordinance. It is perfectly true that persons out of jurisdiction can make a company and register under the Ordinance or under the Act. It is also perfectly true that the business of the company may be entirely abroad, and therefore you may get this combination of circumstances, persons entirely abroad, the business entirely abroad, yet they may register, but the condition of the registration is that they carry on business in England or in Hongkong as the case may be. Now the business carried on may be abroad, but the carrying on of the business must be in England, otherwise you have a statute applying to people whose business is entirely abroad and who themselves have nothing—but a registered office. In one case in which the matter was considered they referred to the fact of there being in the registered office only a table and chair. Now in this case I imagine

HAMBURG LETTER.

[WRITTEN SPECIALLY FOR THE "HONGKONG DAILY PRESS."]

September 29th.

The weather this last fortnight has been so fine (straw hats have reappeared on Change) and trade, partly owing to the continued labour troubles in Germany and England, has been so dull that I feel inclined in this letter to devote my attention principally to other than commercial matters.

THE MAYOR.

To begin with, then, and presuming that some of your readers will from Hamburg, I would mention that the Mayor of this great city, Mr. William O'Swald, on Sunday last, with his good lady, daughter of a former partner of Messrs I. H. Morek & Co., celebrated his golden wedding, the Senate of Hamburg presenting him with a magnificent present.

Although the O' in his name has quite an Irish flavour about it, his family on the contrary originally came from Siberia, where they can trace their ancestry back for some 300 years. His grandfather some 140 years ago migrated to Hamburg, and soon afterwards was entrusted by King William II. of Prussia with an important commercial post under the Crown. His son in 1831 founded the firm of W. O'Swald & Co. in Hamburg, trading with Zanzibar, Madagascar and Africa—and likewise was the recipient of Prussian Consul-General of many Royal favours. The son again, the present Mayor, achieved special distinction about 1860 by bringing about a commercial treaty between the Sultan of Zanzibar and the German Hansa towns.

Together with his brother he has succeeded in steadily increasing the world-wide reputation of his firm, from which latter he retired only a few years ago.

THE SCHROEDER COLLECTION OF PICTURES.

I venture to think nobody was more pleased than he when he received on behalf of the town of Hamburg the marvellous collection of pictures bequeathed to it by the late Baron Henry Schröder, of London. The pictures found a worthy home in the "Kunsthall," where I went to inspect them a few days ago.

Many of them are well known, such as Jerome's "Phryne before the Judges," and his "Mahomedans at Prayer," Meissner's "Chess-players," Rosa Bonheur's "Changing the Pasture," P. Delaroche's "Napoleon in Fontainebleau" in 1814," Arie Schaeffer's "Francia di Rimini" Alms Tadema's "Vintage Festival in Ancient Rome," and his "Triumph of Bacchus," and L. Knau's "Village Council," but there are also many others by these artists, and, moreover, I noticed glorious examples by the great French painters Troyon, Daubigny, Dupré, Cam, Corot, De Camps, F. Frère, Roybet, and Gallart. Finally, other countries are represented by T. T. Finney, von Menzel, von Pottendorf, Hans Gude, M. von Munkacsy, Tonkvist, Seizemont, Schreyer Leyz—Henrietta Brown's touching picture, "Sisters of Mercy," occupying a specially favoured position. Truly a marvellous collection of immense value, both artistically and commercially, of which the Hamburg citizens may well be proud, and which the cranky German "Sociologist School" might do well to study and profit by. Apart from the Schröder Collection, I was much struck by a number of canvases by Graf Kalkreuth, an artist living near Hamburg, and who delights in delineating the features of Hamburg citizens and citizens, and scenes from the harbour and river, with its boats and barges and turbulent waters—as well as glimpses of the surrounding country.

POLICE DOGS.

An interesting event this last week has been the official trial of police-dogs on the Römer racecourse, where many prizes were awarded.

These clever animals are trained to do the most extraordinary things in tracing criminals, finding lost property, etc. They have been in constant use now for some time in this part of the world and have achieved excellent results many murderers owing their capture and proof of guilt to the keen scent and wonderful instinct of these dogs.

MUSHROOMS.

A trade which in a small way has assumed considerable proportions of late years is the gathering of mushrooms in the pine forests of North Germany. According to the *Tuglische Rundschau*, whose families take to this occupation the moment the first mushroom of the season pops its head through the moss. Father, mother and child go out at daybreak with their baskets and barrows and carry their spoil in the evening to the village inn, where the dealer is eagerly expecting their arrival. Some families collected as much as 250 to 300 lbs. a day so plentiful has been the crop this wet season and though sometimes they get no more than 3d. a lb. for them, the gatherers were well content with their receipts.

GERMAN TOYS.

Passing to a more important and yet apparently minor matter, it may interest your readers to see some figures relating to the export of toys from Germany. In 1907, says the *Hamburger Nachrichten*, some £4,000,000 worth were exported; in 1908 over £3,000,000; in 1909 the amount once more approached £4,000,000, and this year promises to beat the record.

COTTON.

I have previously referred to the *impasse* in the bill of lading matter for cotton from American ports and that most European banks refused to accept drafts against them unless guaranteed by American banks, a demand which these banks refused to accede to. Last week a meeting took place in London of a number of leading European banks, at which fresh proposals were drawn up to be submitted to the American banks, which may lead to a satisfactory settlement of this vexed question.

By this way the "September Corner" in cotton has ignominiously collapsed both in Liverpool and New York. Talking of cotton I must tell you that Mr. Theodore H. Price, the great American cotton operator, claims to have invented a cotton-picking machine, which, worked by one man, will pick as much cotton in a day as can be picked by fifty men by hand. He says he has successfully tested the machine in the Texas cotton fields early in September.

DYNAMO WORKS SOLD.

I learn that the well-known Falten-Guillema's dynamo works have been sold to the Allgemeine Elektrotechnik Gesellschaft of Berlin.

PURE RADIUM METAL.

I must not close this letter without telling you of a further wonderful achievement by Mme. Curie, who with her husband was the first to discover radium. She, with her collaborator Dobiene, has now succeeded in producing the pure radium metal. It was done by the electrolytic treatment of radium bronzes, and the distilling of the amalgam obtained. The pure metal is white in colour, but turns black when exposed to the air. Its atomic weight is 206, and the hitherto known characteristics of radium showed themselves in a still more prominent way. Paper brought into touch with it was set alight and water is separated into its chemical components. The small amount of metal obtained was secured in airtight glass-tube.

SOCIAL CUSTOMS IN CHOSEN.

EARLY MARRIAGES AND THEIR EVIL EFFECTS.

There seems to be all but a consensus of opinion that Korean boys on the whole are as smart and clever as Japanese boys. In school, in commercial establishments, factories, and everywhere else, writes a correspondent of the *Scout Press*, one hears a decidedly favourable opinion of Korean boyhood. The reputation, however, begins to wane as soon as these same boys have reached maturity. It is asserted that later on they make little progress in their work, that they are timid in discharge of duty, and that they scarcely show any interest in their occupation more than that aroused by dread of dismissal. Possibly several causes may combine to make up such pronounced individual degeneration; but I think the most serious of these cause will be found in the custom of early marriage. The evil of the custom has lately been recognized by a limited section of intelligent Koreans, and during his reign H.H. Prince Yi deemed it necessary to issue an edict against the custom. The edict enjoined the people to discard early marriage as far as possible and fixed the marriageable age at 17 for men and 15 for women—the same as in the limit provided in the Japanese Civil Code. It has no doubt done a good deal towards bringing about a decline in the custom, but it is too early to say that it has been entirely eradicated. The great majority of Korean parents impatiently look forward to the day when their sons will attain the age of seventeen, while it is not very long ago that I read a paragraph in some local vernacular paper criticising a Korean of distinction then in a certain responsible post of the Government for having had one of his nearest kin married before the prescribed age. The criticism, however, has apparently evoked a little echo even in the more intelligent circles. They are aware of the evil, but seem to find the temptations that immemorial custom offers too strong. Those who suffer most from this institution are evidently the youths themselves, who, in a sense, are compelled to marry by their parents. It is rather common in this country for a young husband only a few years above twenty and with no initial advantage for starting in life, to be made responsible for the maintenance of a family of seven or eight. Men with such a lot, no matter what may be their potential talent, would hardly be able to give it full development. Their energies would be helplessly exhausted by the struggle to adjust expenditure to income as well as to the care and vexations which usually accompany a married state. Others in more advantageous circumstances and who are not obliged to sacrifice every hour of their lives to bread-winning are often spoilt by intemperance and grow old quickly.

In my opinion, continues the *Scout Press* correspondent, the crusade against early marriage must first be directed towards the rising generation. Modern education promises to be the most efficient instruments for the termination of the custom. A Korean friend recently told me that boys attending school began to show a dislike to early marriage. Is it not a very encouraging sign? I think that the school houses for ethical lessons can be advantageously utilized for the promotion of the object. Too much zeal on the part of teachers is likely to do more harm than good, but explanation on the evils of the habit by schoolmasters with good sense and ability will be able to meet great results. The adoption of mixed education of Japanese and Koreans, as suggested by me in a previous article, will, I hope, greatly accelerate the accomplishment of this momentous end. In the meantime public lectures may be resorted to for the purpose of awakening the elderly to the bad effect of early marriage. It may also be hoped that foreign Christian workers, who are so anxious to do good to Koreans and have already done them very much good both spiritually and physically, will not be found unwilling to help the Japanese in such a beneficial cause. They command great respect and influence among Koreans, old and young, and I am sure that their sincere co-operation in the movement would be found exceedingly valuable. These joint efforts reinforced by the ever-increasing vigour of the battle of life will steadily bring an end to the custom.

CHANNEL AIR SERVICE.

IN TWENTY-FIVE MINUTES AT A COST OF 3s. 7d.

An aeroplane service between England and France, of which the cost will be about 3s. 7d. for the single journey, is forecasted by the president of the French Aerial League, in a letter to the Mayor of Folkestone.

He estimates that the journey will occupy about twenty-five minutes, and will cost one penny per kil. metre, or five-eighths of a mile, and that two or three passengers will be carried by each machine.

The president of the league invited Folkestone to join Boulogne in raising the £2,000 prize which it is proposed to give to the first flying man who makes the double journey between Folkestone and Boulogne four times in one week carrying one or two passengers.

CHINESE WEIGHTS AND MEASURES.

A number of persons interested in "A Uniform System of Weights and Measures in China" were to dine together at the Astor House, Shanghai, last night. The *N.C. Daily News* says:—The dinner is organized by Mr. Howard Richards, Jr., New York. After dinner two papers will be read—one by Professor E. C. Cooper, of St. John's University on "The Metric and the Gramme," the other entitled, "Reasons for the adoption of the International Metric System by China," by Professor S. R. Sheldon, of the Imperial Polytechnic College. A general discussion of problem before the gathering will follow. Any effort to arrive at uniformity in the weights and measures of China deserve cordial support. As Mr. Howard Richards has pointed out, there are present upwards of twenty different standards of length in actual use in China and almost as large a variety of weight. Whether it is correct to say that the International Metric System is becoming the standard for China is quite another matter. Clumsy though the English system of weights and measures may seem, it is still the standard in the British Empire, the United States (with limitations), and to some degree in Russia, and at present there are no indications that in any of these countries it is likely to be displaced by metric units. Either system is infinitely superior to the uncertainties of Chinese weights and measures, and foreign merchants will probably lay more stress on uniformity than on the necessity of one particular system.

JOCKEY'S £250,000.

FORTUNE OF TOM LOATES.

Tom Loates, the famous ex-jockey, who died last month, has left an imposing fortune—the largest by far ever amassed by any jockey. It is said on good authority to amount to something like a quarter of a million.

Never given to the extravagance which characterizes so many jockeys, and earning large sums year after year for a considerable period, Loates probably would have left a good deal of money in any case. But the secret of his immense fortune lies in the fact that Mr. Leopold de Rothschild, who was for number of years his chief employer, was naturally selected and looked after by his master. Speaking of him once it is an acquaintance "Mr. Lee" said, "Yes, Loates is rich," repeating the word with significant emphasis.

Some time ago the knowledge of what had been done for Loates led a professional broker to issue an edict against the custom. The edict enjoined the people to discard early marriage as far as possible and fixed the marriageable age at 17 for men and 15 for women—the same as in the limit provided in the Japanese Civil Code. It has no doubt done a good deal towards bringing about a decline in the custom, but it is too early to say that it has been entirely eradicated.

Loates lived until recently at Newmarket, very quietly, in a £40 sort of house, and he committed himself to few expenses. But his economy was not of the same rigid kind as that practised by a successful contemporary. This jockey, so the story runs, though earning thousands a year, lived in apartments at an inclusive charge of 35s. per week. After some time his handiness came to the conclusion that on these terms he was not exactly a "paying guest," and intimated as much to him, saying "If you do, he replied, "I shall leave."

Tom Loates' brother Sam, who followed him into retirement so far as riding went, set up as an owner-trainer at Newmarket, and is still so engaged, a happy married man living an active life; but Tom found no attraction either in the training or owning of horses or, until lately in matrimony. About two years ago he had a long and severe illness, lying for many days on the brink of death. During this illness the little man, so neat and natty when in health and keeping clean-shaven a somewhat round face, grew a beard so long as Rip Van Winkle was on returning from the mountain after his twenty years' sleep.

Once Loates narrowly escaped a violent death through a mare called Birch Rod, belonging to the late Lord Derby, falling on him in the race for the Preakness Cup and causing his severe injuries. Another time he was badly knocked about in a fall at Manchester. After his illness Loates married his lass, and there is much speculation among racing people as to how he dealt with his money.

The renowned Fred Archer left a fortune of £66,662. He was a widower with one child, a daughter, who inherited the whole of the money, which was looked after by trustees during her minority. Fordham, one of the greatest jockeys of all time, left only £19,903, but in his day the emoluments were on a smaller scale than now. F. Finlay, who died last year, left £18,986.

THREE ACRES OF FIRE.

GREAT BLAZE IN NEW YORK.

A fire which broke out on the evening of the 30th ult. in a lumber yard on the west side of New York speedily assumed alarming proportions, and though all the available men and engines were concentrated on the scene the fire brigade were for hours unable to gain the mastery.

There was a fresh wind and the great stacks of wood in the yard were fanned into glowing piles of incandescence, whence, within a very short time, large burning flakes were carried on to the roofs of adjacent factory premises, and the result that they, too, were soon blazing furiously.

The scene was an extraordinary one. It seemed from the vicinity of Brooklyn as though such a conflagration must be threatening the entire west side, and it is generally conceded that the spectacle afforded to the many thousands who crowded to all points of vantage was grander than any witnessed in New York for years.

The excitement was intensified when the flames spread to an hotel, but the occupants had had plenty of warning, and made good their escape at an early stage.

Soon afterwards the work of the firemen began to tell, and eventually the fire was got under, but by this time the hotel and numerous other buildings, covering altogether three acres, had been destroyed, and nine people, including one or two firemen, had been injured.

The damage is roughly estimated at a million and a half dollars.

The scene of the outbreak, says Bente, was

ASINGAPORE RUBBER EXCHANGE ADVOCATED.

The *Straits Times* is advocating the establishment of a Rubber Exchange in Singapore. In a recent leading article our contemporary says:—

It must be nearly a year since we first wrote to point out the high importance of making Singapore as great a centre for rubber as Colombo is for tea, and a correspondent recalls our attention to the matter today. In the old days London took all the tea at whatever price it liked to offer, and planters in Ceylon had to put up with a good many losses, but they did not suffer very long. There were men of strength and capacity who were prepared to take in hand the business of buying tea from the growers and selling it at what were considered fair prices. Under the system, Ceylon has prospered and we hear no complaints from the growers. Since we wrote, rubber produced in Ceylon has been taken up by the Colombo merchants also, and they are placing it on the same level as the tea. The Ceylon planter will have no anxiety in future for the fate of rubber in transit. All he produces will be bought in Colombo, and from thence a good deal of it will be shipped direct to the places where it is required for manufacturing purposes. As yet, however, Singapore has made no move in the direction of establishing a rubber exchange, and it is not outside the limits of possibility that the Colombo merchants will try to seize the opportunity which local inaction is supplying to them, and will make Colombo the centre of rubber commerce for the Middle East. That position belongs of right to Singapore. All the rubber grown in the Netherlands Indies, in Borneo, and in the Malay Peninsula itself would be gladly sold here if there were a market capable of receiving it. But our businesses for the most part are being run by men who are under instructions from home, and probably some of the instructors have an interest in letting matters go on as they are. If the men we have were their own masters they might take action—we are casting no reflection upon their business capacity—but they have to do as they are told, and the question is whether they will be told to consult together as to the possibility of forming a Rubber Exchange which would be strong enough to command as much confidence as the brokers in London, and to give better service. If such an exchange were established we have little doubt that the estates would take advantage of it. Planters are not merchants or shippers, and as a middleman service is necessary, the best middleman is the one who takes over the produce most promptly, and with the least trouble. It may be admitted that on a rising market the estate which ships to London gets an advantage, but it must be acknowledged at the same time that on a falling market the reverse experience is met with. Sales in Singapore would be immediate, and the planter would get the best price available for his rubber the moment it was ready. The local merchant with his lower level of expenditure and his greater facilities for distribution could afford to give better terms than are obtained in London.

In a few years' time we shall commence locally a good deal more than half the world's supply, and there is a huge profit to be made out of exchange business. All that profit and all that business will be lost if we do not grasp it soon—before it becomes fixed in other channels. At present most of the firms are acting as estate agents, and the business, no doubt, pays for the time being, but it will pay a good deal less by and by, when the necessity for putting management on a more economical basis is recognized. There is, however, nothing to prevent the firms which act as agents working as brokers also. Most of them have men in their service who are thoroughly familiar with the business; because they have been associated with it from its earliest days. They could get buying commissions from the great American Continental consumers if an exchange were to mediate, and could ship direct to those consumers. But a certain amount of co-operation is necessary. Each member of the London Stock Exchange fights keenly for his own hand, but without the organisation of the exchange and the confidence it inspires the volume of the business transacted would be comparatively small. If a Rubber Exchange is formed here there must be co-operation also. A planter must know that the man, or the firm to which he entrusts his produce, is sound financially, and he must know, also, that the business is conducted openly in the sight of all men, so that there is no tricking him out of his fair due. An exchange has to be responsible for guaranteeing that the prices are fair prices made by the free competition of the members to buy or to sell what is entrusted to them. It must have a meeting and storing place, and a small staff competent to deal with general business. We do not wish, however, to pose as mercantile experts, or to define how this or that detail should be arranged. For such matters the mind of the trained merchant is necessary, but occasionally it is true that onlookers see most of the game, and we are in the position of onlookers while the chance of concentrating a great business here is in the balance. It ought not to be missed. All that can be said about the obstacles and difficulties might have been said, and were, in fact, said in Colombo when certain far-seeing men told their contemporaries that it was not good enough to let London rule their industry as it pleased. The local firms are in the position of onlookers while the chance of concentrating a great business here is in the balance. It ought not to be missed. All that can be said about the obstacles and difficulties might have been said, and were, in fact, said in Colombo when certain far-seeing men told their contemporaries that it was not good enough to let London rule their industry as it pleased. 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NEW ADVERTISEMENTS

WANTED.

A small STEAM CRANE, capable of lifting 2 tons at a Maximum Radius of 18 feet. Please reply under "X. X. X." Care of "Daily Press" Office, Hongkong, 25th October, 1910. [1212]

AT THE HAPPY RETREAT.
(Opposite the Race Course.)

COME and WITNESS THE GENUINE FIREWORKS DISPLAY, TO-DAY (TUESDAY), 25th inst., and TO-MORROW (WEDNESDAY), 26th inst., both Nights, from 7.30 to 11 P.M.

TICKETS OF ADMISSION:

Reserved Seats each \$1.00
Ground Seats First Class 0.50
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Tickets to be obtained from:

U. U. Wong Nai Chung, and

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Hongkong, 25th October, 1910. [1210]

"INVER" LINE OF STEAMERS, LTD.

For BOSTON and NEW YORK.

(With Liberty to Call at the Malabar Coast.)

THE Steamship

"INVERESK".

Capt. A. H. Smith, will be despatched as above on about the 8th Nov.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD.

Agents.

Hongkong, 25th October, 1910. [1211]

APCAR LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING".

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Hazardous and/or Extra Hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th inst. will be subject to rent.

No Insurance has been effected.

Consignees of Calcutta Cargo are requested to sign General Average Bond before taking delivery of their Cargo.

Bills of Lading will be countersigned by

DAVID SASSOON & CO., LTD., Agents.

Hongkong, 24th October, 1910. [1205]

THE HONGKONG WEEKLY PRESS & CHINA OVERLAND TRADE REPORT

is now ready and contains:-

Epitome of the Week's News.

Leading Articles.

Japan and Korea.

A Scarce.

On Laws and Their Effects.

British Prestige in China.

The Situation in Persia.

The Church and the Opium Question.

Commercial Relations China and America

Hongkong News.

Weddings in Hongkong.

Forthcoming Marriage.

The Visit of Mr. R. P. Scherzer.

Financial Panic Averted in Canton.

Morder Charge against an American

Bluejacket.

Trouble at Kowloon Docks.

Accident to Mr. H. J. Godge.

Arrival of Transport.

Correspondence:

Canter Insurance Office, Ltd., Audit.

Fire Brigade Competition.

Hongkong Football Association.

The Last Gymkhana.

Chinese Senate.

Educational Statistics in China.

Railway Loans.

The Inquisitive Lady Passenger.

Bedford Relief Fund.

Farewell to H. E. Liu Yu-Lin.

Kialang (Amy) Municipal Council.

The Building Collapse in Morrison Street.

Company Meeting:

Canton Insurance Office, Limited.

The Ta Ching Bank.

Sporting Notes.

Supreme Court.

Chinese Separation Case.

Financial Situation in Peking.

Hongkong Legislative Council.

Finance Committee.

St. Stephen's College.

The Accident to the H. A. L. S. "Armenia."

Big Fire at Wan Chai.

Departure of Mr. Scherzer.

American Commercial Delegate to China.

Macao Notes.

Swindles at Foochow.

Chambers of Commerce in China.

Former Chief Manager of the Hongkong and Shanghai Bank.

Bank Asiatic Bank.

A Chinese Despot.

H. M. S. "Bedford."

Macay-Lending "Enterprise" in Hongkong.

China and King George's Coronation.

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Copies can be posted from this Office to addresses sent; including postage 34 cents each.

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Subscription: \$12 per annum, payable in advance: postage 32.

Hongkong, 24th October, 1910.

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(BRITISH SECTION.)

NOTICE.

A SPECIAL EXCURSION TRAIN will leave KOWLOON FERRY STATION at 2.30 P.M. TO-DAY (TUESDAY), the 25th inst., for Lowu, returning from Lowu at 6 P.M. A limited number of Second Class Tickets will be issued at ONE DOLLAR EACH for the return trip.

BY ORDER.

Hongkong, 23rd October, 1910. [1209]

ENTERTAINMENT

RETURN ENGAGEMENT

OF

THE GREAT

NICOLA

THE MYSTIFIER.

TWO DAYS ONLY.

FRIDAY, 28TH OCTOBER,

AND

SATURDAY, 29TH OCTOBER.

Those not having had the pleasure of witnessing the Wonder of the Age will have the

LAST OPPORTUNITY

ON FRIDAY AND SATURDAY.

ENTIRE CHANGE OF
PROGRAMME.

Tickets at ROBINSON PIANO CO.

MATINEE:

SATURDAY, 29TH OCTOBER.

Hongkong, 24th October, 1910. [1203]

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REMAINING Portions of MARINE
LOT 31 and 36, at PRAYA EAST.
Approximate Area, 43,000 Square Feet.

TO BE LET OR SOLD
IN LOTS TO SUIT TENANTS OR
PURCHASERS.

MARINE LOT

No. 285

EXTENSIVE WATER
FRONTAGE, DEEP WATER.Apply— G. FENWICK & CO., LTD.,
ENGINEERS, &c.,
PRAYA EAST, HONGKONG.

Hongkong, 8th June, 1906. [84-168]

ON SALE.

HONGKONG HANSARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1909.

REVISED BY THE MEMBERS.

PRICE — \$3.

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Hongkong, 21st February, 1910. [316]

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A selection of the best varieties of their famous

and tested

VEGETABLE and FLOWER
SEEDS.

ALSO FERTILISERS, BOOKS ON GARDENING,
&c., &c., &c.

GRACA & CO..

1131, 27, DES VOEUX ROAD, HONGKONG.

NEW CARTRIDGES.

BY popular English Manufacturers. In
all Bores and Sizes.

SMOKELESS POWDERS and CHILLED

SHOTS. From No. 10 to SSSG, at \$6, \$7 and

\$7.50 per 100, SPORTING REQUISITES

and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & CO.

Hongkong, 26th October, 1906. [1181]

AUTOMATIC BROWNING
POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS in 2 SECONDS.

SIEMESSEN & CO.

HONG LOONG STREET, (2nd St., west of Central
Market). Telephone No. 515. [496]

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KING'S BUILDINGS.

OFFICES facing the Harbour lately in
occupation of Messrs. JARDINE,
MATHESON & CO., LTD.

APPLY—
THE HONGKONG LAND INVEST.
MENT & AGENCY CO., LTD.
Hongkong, 1st October, 1910. [89]

**HARMSTON'S
GRAND CIRCUS**
AND ROYAL MENAGERIE OF PERFORMING WILD ANIMALS.
GRAND OPENING NIGHT!
FRIDAY, OCT. 28TH, AT 9 P.M.

Location: CAUSEWAY BAY.

OUR NEW ALL STAR COMPANY OF LONDON AND CONTINENTAL ARTISTES

30 IN NUMBER 30

JOHN ROUGAL'S

Most up-to-date Animal Act in the World.

FIVE FULLY GROWN TIGERS

Performing in a Large Cage erected in the Circus arena.

THE BROTHERS KAVANAGH,

AUSTRALIA'S PREMIER SOCIETY JUGGLERS.

THE WEITZMAN TROUPE

(5 in Number)

Gymnasts, Equestrians and Acrobats.

THE TRIO FROLIC

Two Ladies and One Gentleman.

THE SISTERS LOUISE AND ANGELINA BASCA
In their great Surprise Sharpshooting Act with Repeating Rifles and Pistols.
(Cartridges 22 Shot.)**PICCOLO AND FIORI (CONTINENTAL COMEDIANS)**With their Canine Wonders, who appeared before the King and Queen at Buckingham Palace.
ALSO THE FUNNY DUMMY AGOUSTE "SHADOW"

Who Performs throughout the Whole Programme.

RUDST, TRAMP CYCLIST.

MISS JESSIE BOWER,

Song and Dance Artiste.

AND THE CHAMPION ALL ROUND DUO,

JENNIE & WILLIE HARMSTON-LOVE.
OUR STUD OF PERFORMING HORSES AND PONIES TRAINED AND INTRODUCED BY
ALFRED RYAN.OUR BEAUTIFUL ARAB STALLIONS.
Our Menagerie consists of Performing ELEPHANTS, TIGERS, LEOPARDS, BEARS,
KANGAROO, EMU, AFRICAN BABOON, DOGS, MONKEYS, etc.

Booking for Boxes and First Class Chairs at Robinson Piano Co.

**FIRST MATINEE PERFORMANCE
SATURDAY AFTERNOON, OCT. 29TH.**

Doors Open at 3 o'clock. Performance at 4 P.M. sharp. Children Half-Price at Matinees only.

Evening Performance at 9 P.M. sharp. Doors Open One Hour Earlier.

PRICES OF ADMISSION.

Full Box 6 Chairs \$15.00 Still \$1.00

Single Seat (Box) 3.00 Gallery (Natives only) 50cts.

Chairs 2.00 Soldiers and Sailors in uniform Half-Price to the \$1 and 32 Seats.

Booking at ROBINSON PIANO Co.

N.B.—Special Trams will run before and after the Performance.

MADAME HARMSTON-LOVE Proprietress.

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1207

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They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at par, or at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to 220.

Write for Handbook, sent post free.

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"LOOK ALIVE!"

Is one of the many casual every day infections wherein lurks much unnoticed wisdom. The man who looks alive is always and everywhere successful. In business it is the "live" man who gets to the top; in society it is the active, gracious, agreeable person who is most run after; in the domestic circle it is the cheerful member who most completely wins and holds our affection. Therefore look alive. If you are not well, go to bed at once and don't rest until a cure is effected. If you suspect that dyspepsia or any disorder of the stomach, liver, or bowels, is sapping your vitality, it is certain that without delay, you should

**TAKE
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Sold everywhere in boxes, price 9d. (36 pills), 1/2s. (56 pills) and 2/9 (165 pills).

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**COLEMAN'S
WINCARNIS,
THE GREATEST TONIC
IN THE WORLD.**WHAT IT has done for OTHERS it will DO FOR YOU
It's refreshing and exhilarating effects are a revelation
to those who have never tried it before."WINCARNIS" has a charm all its own, which you
cannot fail to appreciate.The combination of all that is most nourishing in Beef and Malt is
prepared in "Wincarnis" gives a TWO-POWER STANDARD
that cannot be equalled for giving Strength and Stamina.

Vitality and Force to Men, Women and Children.

BUY IT TO-DAY

From any leading Chemist.

MUSTARD & COMPANY.Wholesale Distributors for China and Hongkong.
No. 22, Museum Road, Corner of Soochow Road, Shanghai.**COMMERCE IN WAR TIME.****LORD CHARLES BERESFORD'S
WARNING.**

ANOTHER LETTER TO MR. ASQUITH.

Admiral. Lord Charles Beresford, M.P., has addressed the following further open letter to the Prime Minister:

1, Great Cumberland-place, London, September 9, 1910.

Sir.—On Tuesday I had the honour to address you an open letter in which were set forth some of the facts of the present situation with regard to naval defence, and the conclusion to be drawn from them. Briefly, these facts are that our existing shipbuilding programme is so inadequate that within three years British naval supremacy will be forfeited. The conclusion drawn from them is that a new Naval Defence Act, financed by a substantial loan, should at once be put into force.

The danger which I felt it to be my duty to indicate to you, sir, as the head of the Executive Government, and through you to the British people, will culminate by the year 1913-14. The danger with which I now propose to deal is imminent in the existing condition of international relations, and will become operative immediately upon the outbreak of hostilities, and even (in my judgment) before a state of war is formally declared.

The British trade routes of the world are at this moment almost wholly unguarded, and there exist no practicable arrangement whatever for providing increased defence in time of war.

British trade, in the event of war, would therefore be exposed to the attacks of privateers on all routes.

The immediate results would be:

1. A sharp rise in the rates of insurance.

2. A sharp rise in the prices of raw material and the necessities of life.

3. Refusal of shipowners to allow their vessels to leave port.

4. A heavy fall in the price of securities.

The privateering of the future will be conducted, as it was in the past, by merchantmen transformed into duly licensed privateers.

Privateering (except in the case of the United States) was abolished by the Declaration of Paris of 1856. It was permitted to be revived in practice by Russia during the Russo-Japanese War, and an attempt has since been made to legalize privateering by the Declaration of London of 1909.

But the legal aspect of the question is immaterial, except in so far as it provides an unmistakable indication of the policy to be pursued by foreign nations in the event of a maritime war.

That policy is secretly to equip swift merchantmen with guns and guns crews prior to the declaration of war; to provide their captains with the necessary formal documents required to transform a merchant vessel on the high seas into a privateer; and to telegraph orders to begin operations to all ports at a given moment.

After the declaration of war such merchant ships (unless they are thus transformed into privateers) can, of course, use neutral ports closed in time of war (except for twenty-four hours) to regular warships."

Privateering has been revived under conditions which enormously enlarge its powers to injure British trade.

No measures of any kind have been taken by the British Government to guard against this danger.

In the year 1805 there were in commission 255 frigates and sloops—the cruiser of their day—which all save about 40 were disposed upon the trade routes.

In those days attacks on commerce were conducted both by regular warships and by vessels carrying letters of marque. After the Declaration of Paris of 1856 it was supposed that the whole force available for reinforcing commerce protection without depriving the main Fleet of cruisers, whose number is already inadequate.

It is for this reason that in the shipbuilding proposals which I had the honour to lay before the London Chamber of Commerce last year I suggested that 30 second-class cruisers be provided by the year 1913-14.

It has been stated in the Press, and it has not been denied, that the Trade Division at the Admiralty, formed for the purpose of organising commerce protection in time of war, has recently been abolished.

In sum: At a time when our dependence upon seaborne commerce is greater than ever before in history the protection provided has been taken away.

While increasing our share of wealth in transportation, we have decreased our insurance of the means of existence.

Sir, these facts should strike hard upon every man who lives by bread.

It is my intention to impress them upon my countrymen in the hope that they may yet recognise in time the peril to which they have been committed by the trustees of the national and Imperial security.—I am, &c.,

CHARLES BERESFORD, Admiral.

The Right Hon. H. H. Asquith, K.C., M.P.

Upon those circumstances the Royal Commission on Supply of Food and Raw Material in Time of War of 1905 entirely omitted the consideration of privateering, confining their researches solely to the possibilities of commerce-destroying by regular vessels of war.

The evidence submitted to the Commission revealed the gravest misgiving, even under these favourable conditions, on the part of many witnesses.

The evidence of the Admiralty was expressly based upon their own assumption that in the event of war half the seaborne trade would be stopped. (They did not state which half.) They qualified that assumption, however, by stating that they did not really believe that the trade of the country would be so greatly reduced. The Admiralty also wrote to the Commissioners as follows:

The Admiralty do not feel able to express any opinion as to the period which would be likely to elapse before the question as to whether our supplies will be able to come in regularly or not will have been settled, as the course of a naval war must be influenced by factors which would of necessity vary according to the Power or Powers with which we are at war.

Such is the deliberate statement of the Admiralty with regard to the most serious danger with which this country would be menaced. I have been unable to discover its meaning.

The Admiralty added, however:

That we shall probably get supplies, and plenty of them, but that the prices will be driven up by the advance of insurance and freightage.

In the Statement of Reservations and Supplementary Report by the Duke of Sutherland, K.G., the Right Hon. H. Chaplin, M.P., Sir H. St. John-Karr, C.M.G., M.P., and Mr. H. H. S. Cunyngham, C.B., appears the following passage dealing with the evidence of naval officers unconnected with the Admiralty.

Sir, notwithstanding the views which he had put before us, Sir Cyprian Bridge was not the least afraid about our food supplies in time of war, "but on the condition," viz., "that we distributed our cruisers properly, and that we had enough of them to hunt other people."

Upon the crucial question, however, of the number of cruisers available for "hunting other people," he confessed he should like to see more, "a desire, we may observe, which was shared by every naval witness we examined."

Here, again, we find ourselves in difficulty, because since this evidence was given we find from the Return presented to the House of Commons on the 5th March this year that, instead of their number being increased, no less than 50 cruisers and 84 other ships, making 134 altogether, have been struck off the effective list of warships during the present year.

From these observations it is clear that even under conditions in which attacks upon seaborne commerce delivered by regular warships were alone regarded the protection afforded by the Navy was considered inadequate, and that the Report was published a great part of that protection had been withdrawn.

It has not since been replaced. But in the meantime the danger to which British commerce

and—so far as may be deduced from their statements—the Admiralty themselves, the position was inas far as ago, what is it now?

The position to-day may be defined as an almost total inability to guard against a sudden and an insidious method of attack, secretly organised, which might inflict a vital injury before any decisive action could be fought and which does not depend for its first success upon obtaining the command of the sea.

I proceed to give my reasons for our inability to meet the depredations of privateers. In order to repel such attacks it is necessary that ships of war be stationed where they can control a certain area. These areas being conterminous, what is practically a completely effective control is established.

Such was actually the system in use before the reduction of the cruiser force occurred to which the Commissioners refer with some appearance of a not unreasonable consternation.

The armed patrol at present existing to control the trade routes and the whole conterminous area is as follow:

Thirty cruisers to guard wealth in transportation (ships and cargoes) which on any given day is worth £180,000,000, or annually some £1,200,000,000 carried in British bottoms to a volume of 13,263,354 tons.

Upon these thirty cruisers distributed in various parts of the world depends the security of the greater part of the food supply, raw material, and wealth of these islands.

The protection of the trade routes of the world is distributed as follows:

Atlantic Coast of North America ... Four training cruisers, three attached to the coast, one on station.

India and Persian Gulf ... Five cruisers, five subsidiary vessels.

Australia and New Zealand ... Nine cruisers.

East Pacific, West Coast ... Two small sloops.

South-East Coast of America ... None.

South Africa, West ... Three cruisers.

China, Japan, Singapore, ... Six cruisers, two sloops three, gun-boat.

West Pacific ... boats.

There remain seventeen cruisers attached to home ports which are theoretically available to reinforce the protection of commerce. I have stated that this arrangement cannot be carried into execution. I proceed to give my reasons:

These vessels are at present nearly all manned by skeleton crews. In the event of war their complements, to the number of some 10,000 men, must be provided from the Royal Naval Reserve. The Royal Fleet Reserve, owing to the lack of men, would be required to supplement the crews of the main Fleet. The Royal Naval Reserve cannot be mobilised until after war is declared. It would then be too late to serve the special purpose required. The Royal Naval Reserve men, moreover, would be strangers to their officers, to their ships, and to one another.

Under these circumstances the utility of these vessels for the skilled and arduous work involved in cruiser operations must be regarded as extremely doubtful.

These seventeen vessels, unmanned unready, and too large for their purpose, constitute the whole force available for reinforcing commerce protection without depriving the main Fleet of cruisers, whose number is already inadequate.

It is for this reason that in the shipbuilding proposals which I had the honour to lay before the London Chamber of Commerce last year I suggested that 30 second-class cruisers be provided by the year 1913-14.

It has been stated in the Press, and it has not been denied, that the Trade Division at the Admiralty, formed for the purpose of organising commerce protection in time of war, has recently been abolished.

In sum: At a time when our dependence upon seaborne commerce is greater than ever before in history the protection provided has been taken away.

While increasing our share of wealth in transportation, we have decreased our insurance of the means of existence.

Sir, these facts should strike hard upon every man who lives by bread.

It is my intention to impress them upon my countrymen in the hope that they may yet recognise in time the peril to which they have been committed by the trustees of the national and Imperial security.—I am, &c.,

CHARLES BERESFORD, Admiral.

The Right Hon. H. H. Asquith, K.C., M.P.

**NAPIER JOHNSTONES'
"SQUARE BOTTLE"****WHISKY.**

STRAITS SETTLEMENTS STOCKS AND SHARES.

RUBBER COMPANIES.

SINGAPORE, OCTOBER 13.

Par value each share £1. Calls paid up are:-

	Malayan Companies.	Singapore Fraser & Co.'s Prices, Sept. 14.	Dividends	Par value each share £1. Calls paid up are:-	Malayan Companies.	Singapore Fraser & Co.'s Prices, Sept. 14.	Dividends
15/- paid	Alor-Pongsu ..	1.5.6	26/-	10/-	2/- fy. paid	Malacca Ordinary ..	8.5.0
2/-	Anglo-Johore ..	1.5.6	26/-	10/-	2/- fy. paid	Merliniau ..	6/6
17/6	Anglo-Malay ..	1.5.6	26/-	10/-	2/- fy. paid	Merton Syndicate ..	..
1/-	Bakap ..	17.0.0	70%	14/-	2/- fy. paid	Mount Austin ..	..
1/-	Banteng ..	17.0.0	70%	14/-	2/- fy. paid	Northumbrian Est. ..	..
1/-	Batu Caves ..	17.0.0	70%	14/-	2/- fy. paid	Paddington Jaws ..	..
16/-	Batu Kawan ..	17.0.0	70%	14/-	2/- fy. paid	Pan-dan Johore ..	..
1/-	Batu Tiga ..	17.0.0	70%	14/-	2/- fy. paid	Pataling ..	3.6.0
2/-	Beranang, Selangor ..	17.0.0	70%	14/-	2/- fy. paid	Pelepah (Johore) ..	..
1/-	Bernam Perak Do. Ordinary ..	17.0.0	70%	14/-	2/- fy. paid	Pemak ..	10/-
1/-	Bidor ..	17.0.0	70%	14/-	2/- fy. paid	Peneiro Est. ..	..
12/6	Blands Selangor ..	17.0.0	70%	14/-	2/- fy. paid	Prye ..	10/-
2/-	Bukit Clob ..	2.17.6	27.6 pm	..	2/- fy. paid	Ratantul ..	..
1/-	Bukit Kajang ..	2.17.6	27.6 pm	..	2/- fy. paid	Rombia ..	3/- pm
15/-	Bukit Mertajam ..	17.10.0	150%	10/-	2/- fy. paid	Rim ..	..
Options	Bukit Rajah ..	17.10.0	150%	10/-	2/- fy. paid	R. Est. of Krian ..	..
fy. paid	Bukit Selangors ..	17.0.0	70%	14/-	2/- fy. paid	Sagga ..	13.16.0
2/-	Castlefield ..	6.0.0	..	..	2/- fy. paid	Seafield ..	7.7.6
1/-	Chankat Salak R. and Tin ..	4.3	..	..	2/- fy. paid	Selangor ..	3.8.6
2/-	Chersone ..	4.3	..	..	2/- fy. paid	Selator Rubber ..	..
8/-	Cheviot ..	4.3	..	..	2/- fy. paid	Sempah ..	2.8.0 pm
2/-	Chota Rubher ..	2.8.6	135%	10/-	2/- fy. paid	Sendayan ..	15%
2/-	Cicely Ordinary ..	2.8.6	140%	10/-	2/- fy. paid	Seramitan ..	10%
2/-	Consel Malay ..	2.8.6	140%	10/-	2/- fy. paid	Shelford
2/-	Damansara ..	2.8.6	140%	10/-	2/- fy. paid	Singting (N. S.) ..	3.17.6
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1/-	Erib, Selangor ..	14.6	15%	10/-	2/- fy. paid	Stratford R.
1/-	Fed. Selangor ..	14.6	15%	10/-	2/- fy. paid	Sungei Babu
9/-	Genting (Malacca) ..	6.5.0	25%	10/-	2/- fy. paid	Sungei Choh ..	5.7.0
10/-	Golden Hopo ..	6.5.0	30%	10/-	2/- fy. paid	Sungei Kepit ..	4.2.0
21/-	Gula-Kalumpang H. and Lowlands ..	5.15.0	10%	10/-	2/- fy. paid	Sungei Liang ..	6.0
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2/-	Kpong, Kuantan Kamuning "A" Do. "B" ..	0.6. pm	2/- fy. paid	Val d'Or Est.
2/-	Kapar Para ..	10.10.0	10%	10/-	5/- paid	Vallambros ..	24.6
2/-	Kellas	5/- paid	Trust and Finance Companies.	..
2/-	Keppong	5/- paid	Anglo-Straits R. T.
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2/-	Klian-Kollas	5/- paid	R. Share Trust
2/-	Kota Tinggi	5/- paid	Straits M. & Trust
10/-	Kota Timpan	5/- paid	India, Ceylon, Borneo, Java and Sumatra.	..
15/-	Krubong ..	..	..	..	5/- paid	Anglo-Java ..	..
15/-	Kuala Klang ..	..	..	..	5/- paid	Asahan (Sumatra) ..	..
15/-	Kuala Lumpur ..	6.17.6	30% int. '09	fy. paid	5/- paid	Banggwan R. ..	..
15/-	Kuala Pati ..	..	..	..	5/- paid	Beaufort ..	..
15/-	Kuala Selangor ..	..	..	..	5/- paid	Central Sumatra ..	..
15/-	Labu ..	17.3	25%	10/-	5/- paid	India Peninsula ..	..
15/-	Lahadrou ..	6.5.0	27.1%	10/-	5/- paid	Java Amelan ..	..
15/-	Ledbury ..	..	..	..	5/- paid	Kimanis ..	..
15/-	Lendo ..	..	..	..	5/- paid	Langkow ..	..
15/-	Lingga ..	2.13.6	100%	10/-	5/- paid	Manchester ..	..
15/-	London Asiatic ..	13/-	..	..	5/- paid	Nirmals (Java) ..	..
15/-	Lunut Est. ..	26/-	..	..	5/- paid	Pontianak ..	..
15/-	Madinglaw Est. ..	..	..	..	5/- paid	Sumatra Para ..	..
15/-	Malacca 75% Cum. Participating Pref ..	8.5.0	10/-	2/- fy. paid	United Seringap ..	6.0.0	
15/-	Malacca 75% Cum. Participating Pref ..	8.5.0	10/-	2/- fy. paid	Utd. Sumatra ..	10/6	

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TO BE DISPATCHED

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**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	{ <i>ARGADIA</i> Capt. S. Barcham	{ D'light, 23rd Oct.	{ Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	{ <i>DEVANHA</i> Capt. H. Powell	{ Noon, 29th Oct.	{ See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARESIELLES	{ <i>PALAWAN</i> Capt. C. R. Longden, R.N.R.	{ On 2nd Nov.	{ Freight and Passage.
SHANGHAI, MOJI, KOBE, CEYLON and YOKOHAMA	Capt. H. N. Rivera, R.N.R.	About 4th Nov.	{ Freight only.

For Further Particulars, apply to

E. HEWETT,
Superintendent

Hongkong, 25th October, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMER	TO SAIL
MANILA	"TEAN"	On 25th Oct, 4 P.M.
ILIOLO & CEBU	"SUNGKUANG"	On 26th Oct, 4 P.M.
SWATOW, CHEFOO & TIENSIN	"HUICHOW"	On 27th Oct, 4 P.M.
SHANGHAI	"CHENAN"	On 27th Oct, 4 P.M.
MANILA	"TAMING"	On 1st Nov., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

NB—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN.
For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
AGENTS.

TELEPHONE 36
Hongkong, 25th October, 1910.

10

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
TIENTSIN VIA WEIHAIWEI	"CHIIPPING"	Wednesday, 26th Oct, Noon
SHANGHAI via SWATOW	"KWONGSANG"	Thursday, 27th Oct, D'light
SHANGHAI, KOBE & MOJI	"FOOKSANG"	Friday, 28th Oct, Noon
MANILA	"LOONGSANG"	Friday, 28th Oct, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Monday, 31st Oct, 5 P.M.
MANILA	"YUENSANG"	Friday, 4th Nov, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.
The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Kulau Ses) and Moji to Hongkong.
These vessels have all modern improvements and are fitted throughout with Electric Light.
A duly qualified surgeon is also carried.
Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD.,

GENERAL MANAGER

Hongkong, 25th October, 1910.

14

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

OCCUPYING 9 to 10 Days.

STEAMERS CAPTAIN LEAVING

"HAIYANG" Capt. A. E. Hodgins TUESDAY, 25th Oct, at 11 A.M.
"HAICHING" Capt. W. C. Passmore FRIDAY, 28th Oct, at 11 A.M.
"HAITAN" Capt. J. W. Evans TUESDAY, 1st Nov, at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

HAIMUN... Capt. A. H. Stewart WED'DAY, 26th Oct, at 11 A.M.
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage apply to—

DOUGLAS, LAPRAIK & CO.,
GENERAL MANAGERS.

Hongkong, 24th October 1910.

9

EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LTD.,
ST. PETERSBURG & VLADIVOSTOCK

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION STEAMERS DATE OF SAILING

COPENHAGEN "TRANQUEBAR" On 26th October.
PANGHAI, YOKOHAMA and KOBE "SIAM" On 6th December.

For Further Particulars apply to MELCHERS & CO., AGENTS.

Hongkong, 25th October 1910.

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**CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.**



STEAMSHIP	TONS.	CAPTAIN	POB	SAILING DATE
ZAFIRO	2540	A. Fraser	Manila	On 29th Oct, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 5th Nov, Noon.
ZAFIRO	2540			For Freight or Passage apply to SHEWAN, TOMES & CO., General Managers, Hongkong, 25th October, 1910.

12

REGULAR SAILINGS FROM HONGKONG.

TO MARESIELLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

HOMeward.

FOR SHANGHAI, KOBE & YOKOHAMA:	
S.S. SUEVIA	26th Oct.
S.S. WESTPHALIA	8th Nov.
S.S. ARABIA	18th Nov.
S.S. BRASILIA	1st Dec.
S.S. SCANDIA	15th Dec.
S.S. BEISGAVIA	16th Dec.
S.S. SLAVONIA	30th Dec.
S.S. SEGOVIA	12th Jan.
S.S. SPEZIA	23rd Jan.

For Further Particulars, apply to

HONGKONG-AMERIKA LINIE,

Hongkong Office.

11

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR

CALLAO, IQUIQUE, VALPARAISO, ETC. VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (MEXICO).

1910,

S.S. HONGKONG MARU ... 11,000 tons gross ... Sail Dec. 21st, at Noon.

S.S. KIYO MARU ... 11,200 " " About Mid. Feb., 1911.

For particulars apply to

N. YAMADA, Acting Manager.

TOYO KISEN KAISHA, King's Building.

4031

Hongkong 1st September, 1910.

7081

CHIEF OFFICER—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

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PLAYS of 1910, and the ANGLO-JAPANESE EXHIBI-

TION of 1910.

Head Office for Far East:—

16, DES VŒUX ROAD,

662] HONGKONG.

Japan Office,
32, WATER STREET
YOKOHAMA.

573

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VŒUX ROAD.

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